

The
Delaware and Hudson Railroad
CORPORATION

PENNSYLVANIA DIVISION

TIME TABLE No. 33

EFFECTIVE SUNDAY, SEPT, 25TH, 1938

AT 12.01 A. M.

SUPERSEDING TIME TABLE No. 31: DATED SEPT. 26TH, 1937

FOR THE GOVERNMENT OF EMPLOYEES ONLY

H. F. BURCH,

ASSISTANT GENERAL MANAGER.
ALBANY, N. Y.

C. A. MORGAN,

SUPERINTENDENT.
CARBONDALE, PA.

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Note—Time shown at Wilkes-Barre as information

3

1st Class	1st Class	1st Class	1st Class				
505	507	509	727				
Daily Ex Sun	Daily Ex Sun	Daily Ex. Sun	Daily				
	K						
P.M.	P.M	P.M.	P.M.				
.....	5.30	C.R.R. N.J.
.....	5.31	
.....	5.33	
.....	s 5.36	
.....
.....	s 5.41	10.08
.....	s 5.46	10.11
.....	s 5.51	10.14
.....	s 5.54	10.17
.....	s 6.00	10.23
.....	s 6.05	10.29
.....	6.09	10.33
.....
.....	f 6.14
.....	6.18
.....	6.20
4.00	5.15	s 6.25
4.02	5.17	6.27
s 4.04	s 5.19
s 4.06	s 5.22	s 6.31
s 4.11	s 5.28	s 6.36
s 4.15	s 5.32	s 6.40
.....
s 4.19	s 5.37	s 6.44
f 4.22	f 5.40	f 6.47
s 4.25	s 5.44	s 6.50
s 4.30	s 5.50	s 6.55
s 4.34	s 5.54	s 6.59
4.39	5.59	7.04
A 4.40	A 6.00	A 7.05
.....
.....
.....
.....
.....
.....
.....
P.M.	P.M.	P.M.	P.M.
505	507	509	727

Note—Time shown at Wilkes-Barre as information

TO WILKES-BARRE

5

SOUTHWARD

[illegible]

[illegible]

7

[illegible]

SPECIAL INSTRUCTIONS

1. STANDARD CLOCKS

Wilkes-Barre	Yard Master's Office.
Hudson	Yard Master's Office.
Green Ridge	Yard Master's Office.
Carbondale	Dispatcher's Office.
	Yard Master's Office, Dundaff St.
	Engine House.
Jefferson Jct.	Tower.

Rule No. 2 of the Book of Rules which prescribes that certificates of watch inspection must be renewed and filed with the Superintendent, February 1st and August 1st of each year, is hereby changed, and hereafter certificates in prescribed form must be renewed and filed with the Superintendent May 1st and November 1st of each year.

First paragraph of Rule No. 3, Book of Rules, reading: "Watches of conductors, enginemen and other designated employes must be compared before starting on each trip with a clock designated as a Standard clock; the time when watches are compared must be registered on a prescribed Form," is hereby modified: That part of the paragraph reading: "The time when watches are compared must be registered on a prescribed Form", is annulled.

2. BULLETIN BOARDS

Plymouth Jct.	Yard Office.
Wilkes-Barre	Yard Master's Office.
	Engine House.
Hudson	Yard Master's Office.
Avoca	Erie Yard Master's Office.
	Erie Engine House.
Green Ridge	Yard Master's Office.
Carbondale	Baggage Room.
	Dispatcher's Office.
	Engine House.
	Dundaff Street
	General Yard Office.
Lanesboro Jct.	Tower.
Jefferson Jct.	Coaling Station.
Nineveh	Passenger Station.

Conductors and enginemen must provide themselves with Division Order Book, Form 1933; They must make a close check of bulletin board, and before starting, check each others' Division Order books.

If it should develop that either the conductor or engineman failed to have a full complement of Division Orders in his possession while on duty, they will both be held responsible for not making proper check before starting.

3. REGISTER STATIONS

Wilkes-Barre	Passenger Station 1st class trains.
Mineral Springs Tower	Interlocking Station. Northward 1st class trains.
Hudson	Yard Master's Office. All northward C. R. R. of N. J. trains.
Minooka Jct. Tower	Interlocking Station. All northward Erie and southward C. R. R. of N. J. trains.
Carbondale	General Yard Office. All northward inbound freight trains.

W. C. Tower	Train Order Station. All northward trains.
Jefferson Jct. Tower	Interlocking Station. All southward Erie trains.
Lanesboro Jct. Tower	Interlocking Station All trains.
S. W. Cabin	Train Order Station All trains.

Trains not scheduled to stop at stations where train registers are maintained will throw off a register slip.

4. DAY TRAIN ORDER AND BLOCK STATIONS

Day train order stations will be open as follows:

Daily

"BS" Tower9:00 A.M. to 1:00 A.M.

Daily Except Sunday

Sunday

Olyphant7:00 A. M. to 11:00 P. M. Closed

Lights in signals at Train Order Stations will be extinguished after time shown for closing of office.

5. STEAM WHISTLE RESTRICTIONS

6. TRAIN SIGNALS

The display of Top light on caboose cars as prescribed by Rules 19, 19A, and 19B is discontinued.

Markers must be removed from the rear of engine tender at all times except when required by rule to indicate rear end of train.

Engines are equipped with brackets on the partition board, just back of the coal space, directly in front of the man-hole, for carrying markers when not in use.

The use of green lights in markers will be continued wherein Rules 19, 19 (a) and 19 (b) of Book of Rules, the use of yellow lights is prescribed.

C. R. R. of N. J., and L. V. R. R. trains may use yellow lights in markers as prescribed by Rules 19-19A and 19B of the Book of Rules, between Minooka Junction and Hudson, instead of green lights as prescribed in above paragraph.

Engines equipped with smoke and steam deflectors, have brackets for use of classification signals and markers attached to the deflectors in a corresponding location for day and night signaling, as required and indicated by diagrams on pages 77, 78, 79 and 80, Book of Rules.

7. SUPERIORITY OF TRAINS

Northward trains are superior to southward trains of the same class unless otherwise specified.

8. MOVEMENT OF TRAINS

GENERAL RULES

When scheduled trains are annulled, telegraphers at Registering Stations will receive and must inscribe on the register an order signed by the Superintendent that the train is annulled. Such orders must be repeated, "complete" received, and the time inscribed thereon as in case of any other train order, and such notice will be sufficient authority for trains to leave such stations, regardless of the annulled train.

"Form 19" train order may be used for restricting the rights of trains, but the use of "Form 31" train order will be continued in certain instances when justified by conditions.

One or more "Form 19" or "Form 31" train order delivered at a train order station or telegraph office must be accompanied by a Clearance Card, "Form A", stating the number of train orders and the numbers of such train orders to be delivered.

Conductors or Enginemen failing to receive such clearance card, or receiving a clearance card that is not filled

10 SPECIAL INSTRUCTIONS—Continued

out in accordance with these instructions, will stop their train immediately and obtain necessary train orders or clearance card.

Second-class and Extra trains on either single or double track unless otherwise specified, must not leave an initial station without train orders or clearance cards authorized by the superintendent. When wires are interrupted, telegraphers may issue clearance cards for the trains for which he does not hold train orders.

Except where otherwise provided, Extra trains must receive a clearance card Form "A" authorizing their movement on Double, Three or more tracks.

Clearance Card Form "A" issued to Extra Trains authorizing their movement must show the points between which the Extra Train has been cleared.

Extra trains running between Plymouth, Wilkes-Barre, and Carbondale are not required to have Clearance Cards except northward Manifest Freight Trains, and northward Erie R. R., Trains.

Northward Manifest Freight trains will be cleared Hudson to Glens Bridge.

Northward Pennsylvania Division trains except Manifest Freight trains will be cleared "WC" Tower to Glens Bridge.

Southward Pennsylvania Division trains will be cleared Glens Bridge to Carbondale.

Northward Erie R. R. trains will secure clearance card at Minooka Junction Interlocking Station. Authority to operate on main track to that point will be obtained at Langcliffe Gate Cabin.

Six sounds of the communicating signal, when train is running, must be used when it is desired to increase pressure in steam heat line. Enginemen receiving above signal, must acknowledge with two short sounds of the steam whistle.

RULE 83A MODIFIED DOUBLE TRACK

Certain specified signals (indicated below) permitting trains to proceed at the following stations, and in the direction named, will give the information required by Rule 83A, that over-due superior trains in the same direction have left, unless train orders or other instructions to the contrary are received.

Northward

Hudson	(Interlocking Signal)
"CJ" Tower	(Interlocking Signal)
"WC" Tower	(Home Route Signal)

Southward

Jefferson Jct.	(Interlocking Signal)
"CJ" Tower	(Interlocking Signal)
Minooka Junction	(Interlocking Signal)
Hudson	(Interlocking Signal)

Engines on freight trains of 25 cars or more must be detached before taking coal or water.

When an engine is detached from its train when night signals are in use, to run for water or under similar circumstances, Conductor is required to have a man stationed at the head end of the train with a white light, to indicate its location, and to signal the Engineman when returning to the train.

Trains on any track must not pass a passenger train which is standing at a station receiving or discharging passengers.

Complete regulations for the handling of Explosives and Dangerous articles are provided in Bureau of Explosives Pamphlet No. 9, issued by the Bureau of Explosives, effective October 1, 1930. All freight and Yard conductors will provide themselves with a copy of this pamphlet and study the portions which refer to their duties.

A trainman must precede engine or cars moving on industrial tracks in order to prevent accidents to men employed in such industries and where necessary to disturb cars being loaded or unloaded, it should not be done until ample notice is given to all persons in or about the cars.

Dead engines must be placed at least six cars from engine handling train, and at least five cars between each dead engine in the train.

Conductors are required to see that their trains do not stand on Street or Public Highway Crossings for more than five(5) Minutes at a time nor in excess of such time as may be specified in State Laws or Local Ordinances of the cities or villages. Before a movement is made to re-couple cars one of the crew will take a proper position at each crossing as couplings are being made to give signals and prevent accident.

When a train is uncoupled to clear a street or public highway crossing, or when cars are left on tracks near such crossing, the Conductor is required to see that cars are not placed so close to the crossing as to obstruct the view of persons intending to cross the railroad, and where industrial tracks are involved, that cars are placed as far back from the crossing as conditions will permit.

The Public Service Commission, of the State of New York, has ordered, that wherever automatic visual signals at highway railroad grade crossings are at warning for a longer period than five minutes, due to railroad equipment standing on the track circuit, or being shifted on such circuit, a Trainman or other qualified employe shall immediately be stationed at said crossing to direct highway traffic over such crossing when it may be safely used, even though the signal is at warning.

Those in direct charge of such movements or equipment will arrange accordingly.

This in no way modifies Rule 102-A of the Book of Rules.

Electric headlights must be dimmed when approaching passenger stations at which stops are to be made, or where trains are receiving, or discharging passengers; approaching interlocking plants; stations at which orders are to be received, and at all times within yard limits; while standing behind another train and until the leading train has left; on single track at meeting points; on two or more tracks when approaching opposing trains.

Two engines may be coupled together without spacer cars between them, except as follows:

1. P class engines must not be run double-headed over bridges.

2. E-6 class engines must not be run over any portion of the railroad double headed, or coupled with E-5 or E-3-A engines, without at least three steel or steel underframe cars between them.

Engines of "H" or "P" Class must not be run over bridges coupled with E-5 or E-6 Class Engine, without at least three (3) cars between them.

LOCAL RULES

Following Train Order Indications will be displayed at
Mineral Springs W. C. Tower

Red flag by day or red light by night. Stop to receive "31" Order.

12 SPECIAL INSTRUCTIONS—Continued

Yellow flag by day or yellow light by night, Proceed with caution prepared to receive "19" Order.

Green flag by day or green light by night, Proceed, no orders.

At Mineral Springs. The flag or light for northward trains will be displayed on the south side of the Tower. The flag or light for southward trains will be displayed on the north side of the tower.

To authorize the movement of Trains or Engines in reverse direction to current of traffic "Form F" may be used as indicated in Special Instructions and in the territory therein designated.

Erie engines Class R and N must not be double headed while passing over Providence Bridge, Roaring Brook Bridge, South Scranton and Starrucca Trestle south of Starrucca without at least three cars between them.

Cars stored on Tracks No. 3 and No. 4 or on any Passing siding must be placed at least three hundred (300) feet from any public crossing.

Conductors in charge of crews setting off cars on a track located on a grade, must see that a sufficient number of hand brakes are set to securely hold the cars.

Conductors in charge of crews picking up cars, before coupling to or striking the cars, must see that sufficient brakes are set on the cars to hold them while making couplings.

Trains on the Jefferson Division and at South Lanesboro, and Lanesboro pusher siding crossovers must not crossover or obstruct the other tracks without permission.

Freight trains in both directions will approach crossovers at Miners Mills, Yatesville, Forest City, Uniondale, and Lanesboro pusher crossover under control, expecting to find pusher engines crossing over.

Trains must not use crossover just north of the Southward Home Interlocking signal at Minooka Junction without permission from Telegrapher at Minooka Junction.

Yard Limits

Plymouth and South Wilkes-Barre	Northerly Board at clearance point between Plymouth Branch and north leg of wye. Southerly Board at clearance point between Plymouth Branch and south leg of wye.
Wilkes-Barre.	Northerly Board 182 feet south of mile post WB-1, A-210. Southerly Board 1130 feet south of mile post WB-0, A-211 at clearance point between L. V. R. R. and D. & H. R. R.
Hudson	Northerly Board 1725 feet south of mile post WB-4, A-207. Southerly Board 1454 feet south of mile post WB-3, A-208 Southerly Board W. B. C. R. R. 1645 feet south of South Main Street crossing Plains.
Green Ridge	Northerly Board 1611 feet south of mile post WB-21, A-190 Southerly Board 1208 feet north of mile post WB-16, A-195
Carbondale	Northerly Board 138 feet south of mile post C-1, S-37 Southerly Board 364 feet south of mile post WB-32, A-179 Southerly Board—2440 feet north mile post C-1.

SPECIAL INSTRUCTIONS—Continued 13

Nineveh Northerly Board — Susquehanna
Division 128 feet north of mile
post A-118, B-25.
Southerly Board 2270 feet north
of mile post WB-91, A-120

Extra Stops

Trains	Symbol	Provision
507.	K	Will stop at Poplar Street week days except Saturdays to receive passengers

Use of Tracks Nos. 1, 2, 3 and 4.

Rules 151-A and 151-B, Delaware and Hudson Book of Rules, dated November 1st, 1914, are effective as applying between the following points

Hudson and Millers Creek Bridge,
Moosic and Minooka Junction,
Marvine Crossovers and Lookout Junction.

Track No. 1 is the second track from the westerly side. Other tracks are numbered as provided in Rule 151-A.

Unless otherwise provided, Track No. 3 between Millers Creek Bridge and Yatesville will be used for storage purposes only.

Unless otherwise provided Track No. 3 between Marvine Crossovers and switch leading from Track No. 3 to Track No. 1, point 2910 feet south of Marvine Crossover is reserved for use of Mine Run Crews.

Unless otherwise provided, Track No. 3 between lead switch Duffy's Field Storage and Marvine Crossovers is reserved for storage purposes and use of Mine Run Crews.

Unless otherwise provided, Track No. 4 from Facing Point crossovers at Yatesville to switch leading from Track No. 4 to Track No. 2 at a point 2334 feet north of Yatesville will be used for storage purposes only.

Unless otherwise provided, Track No. 4 from switch leading to Track No. 2, at a point 1997 feet south of Marvine Crossovers to Marvine Crossovers will be used for storage purposes only.

Unless otherwise provided, Track No. 4 from Facing Point Crossovers at Valley Jct., to Olyphant Breaker light yard lead switch, will be used for storage purposes only.

Unless otherwise provided, Track No. 4 from Gravity Slope Crossovers to Gravity Slope Breaker lead switch will be used for storage purposes only.

Between Lookout Junction and "DF" Tower, Carbon-dale, when facing north the tracks will be numbered from the yard running track left to right as follows:

Track No. 3
Track No. 1
Track No. 2

Track No. 3 is a slow speed track on which the current of traffic is southward.

Track No. 1 is a high speed track on which the current of traffic is southward.

Track No. 2 is a high speed track on which the current of traffic is northward.

Wilkes-Barre Connecting R. R.

The Wilkes-Barre Connecting Railroad extending between Hudson and Buttonwood will be operated as double track governed by the Delaware and Hudson Book of Rules dated November 1st, 1914.

14 SPECIAL INSTRUCTIONS—Continued

Extra trains moving over the Wilkes-Barre Connecting Railroad will not be required to have clearance cards, but will throw off Register Slip at Buttonwood telegraph office and Hudson Yard Office, showing the engine number, initials and names of Enginemen and Conductors, time reported for duty, number of loads and empties and tonnage of trains.

The display of white flags and white lights as prescribed by Rule 21 will be omitted on all extra trains of the P. R. R. except passenger extras.

Trains of the P. R. R. may use yellow lights in markers as prescribed by Rule 19-19A and 19B of the Book of Rules, instead of green lights.

P. R. R. engines, heavier than Class H-2S; must not be run double headed over Susquehanna River Gauntlet Bridge, without at least three cars between them.

P. R. R. engines heavier than the "L" type, must not be run over Susquehanna River Gauntlet Bridge.

Buttonwood Yard

The running track between P. R. R. Bridge and the crossover at the south end of double track, Wilkes-Barre Connecting Railroad, is designated as the thoroughfare track.

Movements on the thoroughfare track are in charge of the Signalman and Yard Master, at Buttonwood, as follows;

Proceed indication on Northward home signal at P. R. R. Bridge will authorize northward movements from that point to Carey Avenue.

Northward trains entering thoroughfare track at Buttonwood must obtain permission from Yard Master.

Southward trains will stop clear of the trailing point crossover north of Carey Avenue and must obtain permission from Yard Master to make movement either into yard or on the thoroughfare track between Carey Avenue and Buttonwood.

Southward trains must not use thoroughfare track south of Buttonwood without permission from Signalman at Buttonwood.

Plymouth Branch

Crossing watchman will be on duty at East Main, Old River Road, and Carey Avenue as follows;

East Main Street, Daily except Sunday

8:00 A. M. to 4:00 P. M.

Old River Road, Daily except Sunday

7:00 A. M. to 11:00 P. M.

Carey Avenue, Daily except Sunday

7:00 A. M. to 11:00 P. M.

No crossing watchman on duty at Wood Street, Hanover Street, and South Main Street.

All trains using these crossings and crossings at East Main St., Old River Road, and Carey Avenue during hours no watchman is on duty will protect themselves by sending a man ahead to flag them over crossing.

Plymouth Yard.

Track No. 2, Plymouth Yard is a running track, and must not be used for storage purposes.

Fish Island Junction, W. B. C. R. R.

Interlocking Station closed. Hand throw switches are installed at the crossover switches and the lead to the north leg of the wye. Square end boards are retained. Trains finding signal governing the approach to Fish Island in stop position will wait three minutes, then if signal does not indicate caution or proceed may proceed

to the switches to ascertain if they are set for the straight-away route, take such action as may be necessary at the switches and may then proceed with caution to the next signal.

The normal position of the switch at the South End of the North Leg of Wye at Plymouth River Bridge will be for movement from Plymouth to Hudson.

Susquehanna River Bridge Gauntlet, Wilkes-Barre Connecting R. R.

The signal at the South end and the signal at the North end of Susquehanna River Bridge Gauntlet are operated electrically and will be controlled from the Switch-tenders Cabin, South end of Hudson yard.

Trains finding these signals in stop position and trains that are delayed, which foul the Gauntlet or track circuit, will report over telephone to Switch-tender at the South end of Hudson Yard and will be governed by instructions from the Switch-tender.

Telephones are located at the signals indicated above.

Wilkes-Barre—Lehigh Valley Junction

Trains or Yard Engines that may desire to move from tracks of the Delaware and Hudson to Lehigh Valley main tracks, will be governed by position of Lehigh Valley R. R. signal.

Wilkes-Barre L. V. Jct—Mineral Springs.

The movement on single tracks between Wilkes-Barre, L. V. Jct., and Mineral Springs, will be controlled as outlined herein:

Southward trains receiving proceed indication and switch properly set at Mineral Springs may assume that all over-due northward superior trains have arrived and left.

Northward extra trains will be directed orally in their movement against opposing trains by Telegrapher at Mineral Springs.

Conyngham Branch

Electrically locked circuit controllers for the operation of the Delaware and Hudson Railroad Corporation are located at the signals each side of the crossing. Telephone is located in a concrete booth west of Lehigh Valley main tracks.

Normal position of telephone switch located in the upper right hand corner is cut out.

Normal position of three hand switches at the left of telephone are cut in.

The Delaware and Hudson Railroad Corporation train and engine crews desiring to use this crossing will first call the Lehigh Valley Railroad Dispatcher on telephone and obtain permission to use crossing, then operate the signals in the following manner:

Push button located under shield on the left hand side of indicator on top of the circuit controller case. If both lights burn it indicates that no trains are approaching in either direction on Lehigh Valley Railroad, then push and hold button in circuit control case which will operate miniature signal, raise crank to the left as far as it will go and release it, this will operate the bottom signal.

If signal cannot be cleared, observe that signals governing Lehigh Valley Railroad movements over the crossing are in stop position and that no trains are approaching the crossing on the Lehigh Valley Railroad, then open the Delaware and Hudson Railroad Corporation hand switch located in the telephone booth and receive permission from the Lehigh Valley Railroad Dispatcher to make the movement. After movement has been completed hand switch must be restored to normal position,

doors of telephone booth and circuit control cases must be closed and locked.

The two derails on the Conyngham Branch, located fifteen feet in the rear of signals governing movements across the Lehigh Valley Railroad are connected with signals governing movements over crossing.

Signals on Delaware and Hudson Railroad cannot indicate proceed until both derails are off rail.

Signals on the Lehigh Valley Railroad cannot indicate proceed unless both derails are on the rail.

Neither derail must be placed on rail until entire train is clear of crossing and beyond the derails.

After movements have been completed both derails must be replaced on rail.

Hudson

Track No. 1 Hudson Yard is a running track connecting with the main track of the D. & H. on the north and the main track of the W. B. C. R. R. on the south.

Southward movements over this track will be made by trains and engines receiving interlocking switches and proper interlocking signal indications at Hudson Tower. Southward trains or engines receiving these switches and signal will proceed to the south end of the running track and will then be governed by three arm signal located to the left of the running track, which signal will control movement from the running track, through crossovers, to the southward main track of the W. B. C. R. R.

Trains and engines desiring to move northward on this track must receive switches and proper signal indication at south end of Hudson Yard, and in addition a yellow card Form "F" signed by the switch Tender, and will then proceed northward on the running track to the three arm home interlocking signal located at the north end of the running track.

The "three arm signal" located 1600 feet north of Hudson Tower governs movements on Track No. 3 only. The telephone at this signal is connected with Hudson Tower. The purpose of this signal is to protect Engines switching on Track No. 3. All southward trains running on Track No. 3 must approach this signal prepared to stop, and must not proceed until permission is given by telephone.

Spring Switches At Moosic and Lookout Junction

Trains or engines moving against the current of traffic must approach Dwarf Signals prepared to stop.

If Dwarf Signals displays stop indication, member of train crew will examine switch for obstruction between switch point and stock rail and if, after reversing and again closing switch by hand, switch will not fully close and signal indicates stop, immediately notify Superintendent.

AN ENGINE OR TRAIN STOPPED WHILE TRAILING THROUGH A SPRING SWITCH MUST NOT MOVE IN THE REVERSE DIRECTION UNTIL THE SPRING SWITCH HAS BEEN THROWN BY HAND.

A spring switch that has been thrown by hand must be restored to the normal position by hand.

When necessary to operate spring switches by hand, constant pressure must be maintained on handle until switch points are completely over. Since an oil buffer prevents quick movements of points from one side to the other, if handle on the switch stand is released while wheels are forcing switch point open, the force in the spring will be transferred to trainman through switch handle and may cause injury.

Sand must not be used while engines are passing over spring switches.

Moosic

A spring switch indicated by the letters SS on switch target has been installed at the South end of Track No. 3 permitting trains moving Southward from Track No. 3 to Track No. 1 to trail through spring switch without stopping; the spring switch automatically returning to the normal position, which is for track No. 1.

Southward trains moving on track No. 3 must not pass sign reading "block" 198.2 located 1450 feet north of signal 198.2 when a Southward movement is to be made on track No. 1.

Southward trains finding signals 198.2 or 198.2A in stop position will wait three minutes, then if signal does not display a proceed indication will report to Train Dispatcher by telephone for instructions.

Dwarf signal, located South of Spring Switch on track No. 1, in the proceed position, indicates that switch points are in position for movement over Spring Switch.

Northward trains operating on track No. 4, from Moosic to signal 198.1 must proceed with caution prepared to stop.

Unless otherwise instructed, Southward trains requiring helper engines will stop North of Moosic for helper engines to be attached:

Unless otherwise instructed, Southward trains using track No. 3, Minooka Junction to Moosic, will stop North of sign reading "Block 198.2 located 1450 feet north of signal 198.2 and call Telegrapher at Minooka Junction Interlocking Station for instructions.

Lookout Junction

Spring switches indicated by the letters SS on switch target installed on North end of Track No. 4 and South end of Track No. 3, permitting trains moving Northward from Track No. 4 to Track No. 2, and Southward trains from Track No. 3 to Track No. 1, to trail through spring switches without stopping; the spring switch automatically returning to the normal position.

Normal position of switch points for Northward main Track No. 2 and Southward main Track No. 1.

Southward trains moving on Track No. 3 must not pass sign reading Block 177.2, located 800 feet North of Signal 177.2 when a Southward movement is to be made on Track No. 1.

Northward trains moving on Track No. 4 must not pass sign reading Block 177.3, located 1800 feet South of Signal 177.3 when a Northward movement is to be made on Track No. 2.

Trains finding Home Block Signal in stop position will wait three minutes, then if the signal does not display a proceed indication, will report to Train Dispatcher on telephone for instructions.

Dwarf Signal located North of Spring Switch on Track No. 4 and South of spring switch on Track No. 3 in the proceed position, indicates that switch points are in position for movement over spring switch.

National Tower

Interlocking station closed. Signals controlling D. & H. movements will work automatically and signals controlling D. L. & W. movements will indicate stop and will be inoperative.

Trains on the D. & H. finding signals indicating stop, after waiting three (3) minutes, and signal does not indicate caution or proceed, will arrange to protect their movement over grade crossing and having done so may proceed.

Trains of the D. L. & W. desiring to operate over this grade crossing must protect against Delaware and Hudson trains in both directions. A train making a movement against the current of traffic at any time will flag over the grade crossing.

"CJ" Tower

Track leading from track No. 1 at "CJ" Tower to the west side of Scranton Station platform is designated as Track No. 1.

Track leading from the east side of Scranton Station platform to track No. 2 at "CJ" Tower is designated as Track No. 2.

Southward first class trains will run on track No. 1 from "CJ" Tower to Scranton Station and return from Scranton Station to "CJ" Tower on same track.

Northward first class trains will run on track No. 2 from "CJ" Tower to Scranton Station, and will return from Scranton Station to "CJ" Tower on same track.

Back up movements of passenger equipment for trains Nos. 501, 505, and 507 will run track No. 1, C. J. Tower to Scranton, pull through crossover under Linden Street Bridge, then back to platform on track No. 2.

Back up movements of passenger equipment for trains Nos. 508, 510, and 512 will back from Scranton to crossover under Linden Street Bridge on track No. 1, through crossover and proceed to Green Rridge on track No. 2.

Engines working on Scranton Hill will protect against these back up movements.

Bushwick.

Account of mine operations under tracks in this vicinity, trains or engines using any portion of the Wye track, except that known as the "loop", must send a man ahead of their train to inspect the track and know that it is safe before passing over it.

Racket Brook Mine Branch

The Racket Brook Mine Branch begins at Lookout Junction and ends at a point 1000 feet south of Garfield Avenue.

Movements over this Mine Branch will be directed orally by the Train Dispatcher.

The Highway Crossing Signals at Tenth Avenue, Wayne Street, Lincoln Avenue, and Garfield Avenue, on this Branch have been removed.

Trains or engines operating over these crossings will do so under flag protection against vehicular or pedestrian traffic.

Hand throw derails are located on this Mine Branch 350 feet north of Racket Brook Breaker, and 750 feet south of Garfield Avenue.

Archbald Branch

Trains or engines desiring to use the Edgerton Branch, which ends at a point 1400 feet south of switch on Archbald Branch, will send a man ahead to inspect the track and know that it is safe before passing over it.

Carbondale

End of northward automatic block signal 177.1 is located at north end of City Station.

"DF" Tower, Carbondale

The track located west of main tracks between "DF" Tower and the lead switch to Duffys Field Storage is designated as a yard running track.

Trains or engines desiring to proceed northward on yard running track from Duffys Field to "DF" Tower must receive authority to do so from the switchtender at "DF" Tower.

Trains or engines desiring to pass over switches at "DF" Tower, will proceed when given proper hand signal with green flag by day or green lamp by night.

A stop board is located at a point just north of the frog leading to Coal Brook Breaker tracks, Southward trains and engines will stop at this point and proceed only on proper hand signal, given either with a green flag by day or green lamp by night.

Current of traffic on yard running track through center of Carbondale Yard which is now designated as the "old southbound" is northward. Engines or trains desiring to use this track in a southward direction must receive permission from the proper authority to do so.

"WC" Tower

Signals for switch movement and route indications are located as follows:

Southward signal 190 feet north of Tower.

Northward signal for movement from Carbondale Yard 196 feet south of Tower.

Northward main track signal, 266 feet south of Tower.

Manual block signal governing northward trains is located 120 feet north of the Tower.

Southward Manual block territory ends at a point 190 feet north of the Tower.

Main tracks between "WC" Tower and "DF" Tower are not equipped with block signals.

Forest City.

The track north of the crossover at the north end of Forest City Siding is known as Brace Brook storage track.

The track on the east side of northward siding is the Erie storage track.

A hand throw derail is located at the south end of Brace Brook storage track. A hand throw derail is located at the south end of Erie storage track.

The normal position for the switch leading from the south end of Forest City Breaker loaded track to the run-away track, must be set for the run-away track to serve as a derail.

Ararat

A double mast, two positions, upper quadrant, manual home block signal, located at northward end of Ararat passing siding, controlled from Y. D. Tower, will govern Northward movements on the Northward main track and from the Northward siding to the main track.

A train finding the Northward manual home block signal in stop position will call telegrapher at Y. D. Tower over telephone located on signal mast, for instructions.

Jefferson Jct.

Engines entering switch at Coaling Station or at Turn Table at Jefferson Junction will report over telephone to Telegrapher at Jefferson Junction Tower when engine is clear of main tracks.

Engines desiring to move from switch at Coaling Station or Turn Table at Jefferson Junction to Main track will obtain permission over telephone from Telegrapher at Jefferson Junction Tower.

Between Jefferson Junction and Hanrahans

Northward Track will be used as single track between Jefferson Junction and Hanrahans, and Southward Track between Hanrahans and Jefferson Junction will be used as Passing Siding.

Hanrahans Passing Siding

Hanrahans Passing Siding between Jefferson Junction and Lanesboro Junction (Erie R. R.) is being used for storage purposes. Engines or trains desiring to use this siding for any purpose will first ascertain condition at this point.

Lanesboro Pusher Siding

Engines entering switch at Lanesboro pusher siding will report over telephone to Telegrapher at Jefferson Junction Tower when engine is clear of main track.

Engines desiring to move from switch at Lanesboro pusher siding will obtain permission over telephone from Telegrapher at Jefferson Junction Tower.

Between Doraville Cabin and State Line Cabin

The movement of trains between Southward Home Signal at Doraville Cabin and northward Home Signal at State Line Cabin will be governed by block signals, whose indications will supersede Time Table superiority and will take the place of train orders.

Except as affected by these instructions, all Block Signal Rules and Train Rules remain in force.

The switches and signals at the south end of double track Doraville Cabin, the north end of double track East Windsor Cabin, the crossovers at North End Cabin, the south end of double track Tuscarora Cabin, and the north end of double track State Line Cabin are operated electrically and controlled from Windsor Station.

Double track between East Windsor Cabin and Tuscarora Cabin

The double track extending between East Windsor Cabin and Tuscarora Cabin will be numbered from west to east and will be used as follows:

Track No. 1, northward and southward trains.

Track No. 2, northward and southward trains.

One short and four long (o - - - -) sounds of steam whistle calls the flagman in from the south on track No. 1; one short and five long (o - - - - -) sounds calls the flagman in from the north on track No. 2.

Operation of Dual Control Switch by Hand, Etc.

1. (a) To operate dual control switch by hand, member of crew must secure permission from the Operator at Windsor. When permission is granted he must operate selector lever to the hand throw position, after which hand throw lever may be used. If the position of the switch points do not correspond with that of the hand throw lever, it will be necessary to throw the hand throw lever to its opposite position before it will engage and move the switch points. When movements by hand operation over switch have been completed, levers must be restored to their original positions and locked and so reported to the Operator.

(b) When selector lever on dual control mechanism is placed in the hand throw position, all signals immediately adjacent to the switch governed will indicate "STOP". Under these conditions, the train or engine authorized to use switch may consider the indications of the adjacent signals suspended and make train movements, over the switch as necessary during the time the selector lever is in the hand throw position.

(c) The permission granted to member of crew to hand operate a dual control switch does not authorize any part of the train or engine to move beyond the designated limits. When movements beyond the designated limits are necessary during the time dual control switch is being hand operated, member of crew must communicate with Operator and be governed by his instructions.

2. When signals governing movements over dual control switches indicate "STOP" and the cause for such an indication is not apparent, member of crew must secure permission from the operator before passing "STOP" signal. After receiving permission, train will proceed prepared to stop within the length of vision.

If it becomes necessary for a train or engine to reverse movement, such movement must be made under flag protection to next "STOP" signal. If head-end passes a "STOP" signal and reverse movement is made so that it is again in rear of signal, operator must be notified.

3. When about to make movements over a dual control switch by the use of a hand throw lever, member of crew must notify engineman when selector lever is in the hand throw position and also notify engineman when

it is returned to the power position so that engine-man will know when to be governed by fixed signals adjacent to this switch and when to be governed by hand signals.

Engineman must not accept hand signals against fixed signals over a dual control switch, unless the selector lever on the dual control switch has been placed in the hand throw position or unless in an emergency when the engineman is fully informed as to the circumstances.

A report must be made on proper form, of all signal failures.

Susquehanna River Bridge Gauntlet, Centre Village

A train receiving proper signal indication will proceed over Gauntlet regardless of opposing trains.

Trains must approach signals governing movements through the Gauntlet under control and if signal indicates "STOP" must not proceed until signal indicates "PROCEED". However, if the signal is found to be out of order, trains affected must remain clear of the fouling point until a Trainman flags through the Gauntlet, where he will hold all opposing trains and telephone his Conductor or Engineman to proceed through the Gauntlet.

Movements through the Gauntlet against the current of traffic must be made under flag protection on both tracks in both directions.

Telephones are located at the signals indicated above.

9. SPEED RESTRICTIONS

General

Class P, P1, G5, D3,

D3A, and D3B Engines45 M. Per Hour

Class B7, engines 151, 153 to 16430 M. Per Hour

Class B7, engine 15218 M. Per Hour

Class B4, B4A, B5, and B6 engines15 M. Per Hour

Class E7, E6, E5, E3, E2, and intermediate classes of engines30 M. Per Hour

Class H engines Nos. 1602, 1603, 1606 and 1609, both directions15 M. Per Hour

Class H engines except Nos. 1602, 1603, 1606 and 1609 both directions25 M. Per Hour

Other freight trains30 M. Per Hour

Trains with Steam Crane30 M. Per Hour

Light Engines, P. G. and D Class40 M. Per Hour

Light Engines, E, B7, No. 151, 153 to 16430 M. Per Hour

All other light engines15 M. Per Hour

Engines backing (Except Class H engines)20 M. Per Hour

Entering or leaving passing sidings and through crossovers10 M. Per Hour

Entering or leaving end of double track..20 M. Per Hour

Rule No. 35 of the Book of Rules is modified as follows:

A Yellow flag or a yellow light, placed beside the track on the same side as the Engineman of an approaching train, indicates that the track three thousand (3000) feet, (20 telegraph poles) distant is in a condition for speed of but six miles per hour, unless otherwise instructed, and the speed of train will be controlled accordingly. A green flag or a green light, placed beside the track, on the same side as the Engineman of an approaching train, at a point beyond the slow track, indicates that authorized speed may be resumed.

A "SLOW" sign placed beside the track on the same side as the Engineman of an approaching train may be used to mark a point where a permanent slow order is in effect.

Passengers or mixed trains on which flanger cars are being operated must not exceed a speed at any time of (35) thirty-five miles per hour.

Trains with scale test car must not exceed a speed of 30 miles per hour. When such car is operated in trains

22 SPECIAL INSTRUCTIONS—Continued

other than way freight or work trains, it must be placed on rear end of train.

Trains hauling a dead engine with main rods removed or disconnected must not exceed a speed of 25 miles per hour.

MODIFICATIONS

L. V. Jct. and Mineral Springs	20 miles per hour
Crossover No. 1 and Hudson Tower.....	20 miles per hour
Moosic. While passing over spring switch, Track No. 3 to Track No. 1, or while operating on Track No. 1 against the current of traffic	20 miles per hour
Lookout Jct. and W. C. Tower	20 miles per hour
W. C. Tower and Ararat (Northward track—both directions)	30 miles per hour
Ararat and W. C. Tower (Southward track—both directions) ..	35 miles per hour
Ararat and Jefferson Junction (Northward track—both directions) ..	35 miles per hour
Jefferson Junction and Ararat (Southward track—both directions) ..	30 miles per hour
Ararat Siding	10 miles per hour
Entering or leaving end of double track at State Line, Tuscarora, East Windsor and Doraville cabin,	30 miles per hour
North End Cabin Crossovers	30 miles per hour
Erie, Class H-21, N-1, R-2 and R-3.....	30 miles per hour
Light Engines, Erie, Class H-21, N-1, R-2 and R-3	30 miles per hour
Erie, Class H-21, N-1, R-2, and R-3, backing	20 miles per hour
Jefferson Junction and Lanesboro Junction Erie R. R.	20 miles per hour
Over Bridge 11.65 Class H, B-7, E-7, E-6, E-5-A Starrucca Via- and intermediate classes of duct One (1) engines	15 miles per hour
Mile South of Starrucca. Erie, Class N-3 and R-3.	15 miles per hour

Northward and southward trains will not exceed speed as shown below on curves at following locations.

Pittston	Curves between Judges Cut and South end of Butlers Straight Line	35 M. Per Hour
Avoca	Curves between Millers Creek Bridge and Avoca Depot	35 M. Per Hour
Avoca and Moosic	Curves between Avoca crossover and 1st Curve North of Moosic Depot	35 M. Per Hour
South Scranton	Curves between 1st Curve South of National Tower and the Curve opposite Gibbons Coal Co. Breaker..	35 M. Per Hour
Scranton	Curves between Bridge 75.34 at South Washington Avenue and Crossover South of C. J. Tower	35 M. Per Hour
Providence	1st Curve North of Market Street Station	35 M. Per Hour

Speed restriction for descending grades are as follows:

	Psgr. Trains	Mfst. Freight	Other Freight
	Miles Per Hour		
Yatesville to Hudson	35	30	20
Ararat to WC Tower	35	30	20
Ararat to Jefferson Junction	35	30	20

SPECIAL INSTRUCTIONS—Continued 23

Permanent slow orders are in effect as shown herein:

The speed of trains at these points will be controlled accordingly and authorized speed must not be resumed until the entire train has passed over the restricted area.

In the Vicinity of	Limits	Miles Per Hour
Fish Island— Bridge 4.35.....	244 feet South of Fish Island Jct. to a point 2508 feet North of Fish Island Jct.	20
Between Bridge 2.54 South of Susq. River Bridge and Bridge 2.04 Over L.V.R.R. Tracks	1 and ¼ Miles North of Fish Island Jct. to a point 123 feet South of South Main Street crossing Plains	15
Plains	1000 feet north of South Main Street Crossing Plains, to a point 2716 feet north thereof.	20
Hudson Yard	317 feet south of Hudson Depot to a point 1837 feet south thereof.	20
Wilkes-Barre	Overhead Viaduct at Butler Street to a point 700 feet north thereof.	10
Parsons	393 feet north of Parsons Depot to a point 1560 feet south thereof.	20
Hudson	435 feet south of Hudson Depot to a point 1315 feet south thereof.	20
Lafin	151 feet south of Lafin Station to a point 3400 feet north thereof.	20
Dupont	1022 feet south of M. P. WB-9 to a point 1708 feet south thereof.	10
Avoca-Moosic	1808 feet south of Avoca Depot to a point 2063 feet south of Moosic Depot.	10
14 Degree Curve	453 feet north of Minooka Junction to a point 2389 feet north thereof.	10
Green Ridge	1700 feet south of Market Street to a point 1100 feet north of Poplar Street.	20
Providence	972 feet north of Market Street to a point 3117 feet north thereof.	20
Valley Junction	Dickson Depot to a point 2648 feet south of Olyphant Depot	20
Jessup-Peckville	Between Jessup-Peckville Depot and M. P. WB-26.	20
Mayfield	800 feet south of Mayfield Depot to a point 300 feet north thereof.	10

24 SPECIAL INSTRUCTIONS—Continued

Forest City- M. P. S-32	200 feet south of Forest City Depot to a point 4000 feet north thereof.	20
Between Tuscarora Cabin and North End Cabin	Trains on track No. 2 from a point one-half mile south of Windsor to a point one- half mile north thereof.	20
Between North End Cabin and Tus- carora Cabin	Trains on track No. 1 from a point one-half mile north of Windsor to a point 3500 feet north of Tuscarora Cabin.	20

Branch lines and Mine tracks

Location	Speed M. P. H.
Bull Run Junction and Loree	15
Junction of Loree and No. 3 Branch	15
Boston and Kingston	15
Boston Breaker 14 degree curve	6
Baltimore No. 5 lead	15
Conyngham Branch	15
Spring Brook Branch	6
Greenwood Branch	15
Lookout Junction and Bushwick	10

10. INSPECTION OF TRAINS GENERAL RULES

Conductors of freight trains will have their train examined over the entire length of train when practicable, departing from water stations where train has stopped.

One or more members of the train crew of freight trains will be at the head end of the train, when leaving yards, sidings, and inspection points, to inspect the train, when practicable, as it passes, watching for brakes that have not released, sliding wheels or other defects. The speed of the train will not exceed eight (8) miles per hour leaving such points.

With a view of assisting in the prevention of derailments, station agents, telegraph operators, and other station employes will when practicable, watch passing trains to observe if any part of the running gear is down, and if any part of the equipment is defective in such way that an accident might be caused. Employes noticing such defects will if possible, take means to stop the train, and in all cases report the circumstances by wire to the Train Dispatcher as quickly as possible.

LOCAL RULES

Trainmen will ride out on freight trains descending the following grades, and must be prepared to render any assistance that may be necessary for the safe movement of the train:

Yatesville to Hudson
Ararat to WC Tower
Ararat to Jefferson Junction

11. USE OF AIR BRAKES AND STEAM HEAT EQUIPMENT

GENERAL RULES

Air Brakes

When trains are standing on descending grades Engine-man must apply the independent engine brake, release train brakes and recharge the train line and when necessary, must have the train secured with hand brakes.

When turning down retainers Trainmen will work from rear end to forward end of the train, and retainers must not be turned down until train reaches the bottom of the grade whether the train is stopped or not.

When a stop is made on a grade engineman will apply driver and tender brakes with the independent or straight air valve, and release train brakes.

Sufficient steam pressure must be maintained so that air pump will be able to keep up the required pressure throughout the air brake system. If it is not possible to maintain brake pressure, due to any cause, train must be stopped at once, and necessary assistance obtained from trainmen.

When a train is stopped on the road and the engine cut off or a cut made in the train, the following air brake test will be made before train proceeds. When the engine or train is coupled up and ready to proceed the engineman upon receiving proper signal will make full service application of the brakes noting the discharge of air from brake valve exhaust, and the trainman stationed at the rear portion of the train, if the brakes apply properly, will give signal for release of brakes and if the brakes release the test will indicate that no angle cocks have been left closed.

Air brakes must be cut in on all pusher engines at the rear of trains, regardless of the kind of train, or distance the train is to be pushed, and automatic brake valve on pusher engines must be cut out.

For further information, see Air Brake Instruction Book, Item No. 26-D.

When curve conditions make it necessary to steady a train, the brakes must be applied on the straight line just before reaching the curve and held applied as the curve conditions may require. When curve conditions, in conjunction with speed restrictions make it necessary to reduce the speed of a train, the brakes must be applied on the straight line and not released until speed restrictions in conjunction with curve conditions are complied with.

Steam Heat

Steam heat throttle must be fully opened and pressure controlled by the regulator.

Have leaks corrected in steam hose couplings.

Train must not leave station until steam appears at rear hose coupling.

Maintain circulation in steam line by keeping rear end valve adjusted to permit a little steam to escape at all times.

Signal engineman to increase pressure in the absence of steam at rear end valve.

Fully open rear end valve and thoroughly blow out steam line before steam is shut off at engine when detaching engine or setting out cars; this must be done in sufficient time so that engineman may shut off steam three minutes before arrival at point of detachment.

Open rear end valve frequently, particularly on long trains in extremely cold weather.

Do not blow out steam line when passing highway crossings, stations, or other points where persons are liable to be injured.

LOCAL RULES

Descending grades—

Ararat to Lanesboro

and

Forest City to Carbondale

When trains consist of less than fifty loaded cars, turn up all retaining valves on cars except the rear five.

When trains consist of more than fifty loaded cars, turn up all retaining valves on cars except the rear ten.

When trains consist of mixed loaded cars and empty cars, turn up all retaining valves on loaded cars, except rear ten.

Exception: Retaining valves should not be turned up on tank cars loaded with gasoline.

On all other grades the engineman will inform the head Trainman the number of retaining valves to be used.

Northward Freight trains will make a satisfactory air brake test before descending grade at Ararat.

Northward Freight trains with caboose on rear of pusher engines, will stop when train has cleared the switch leading to the south end of Ararat yard. After caboose is attached to train, it will then proceed upon receiving proper signal, or instructions to do so.

Southward Freight trains will make a satisfactory air brake test before descending grade at Ararat.

Southward freight trains will stop when train has cleared YD Tower, detach pusher engine, and proceed upon receiving proper signal, or instructions to do so.

Passenger trains departing Scranton station will make a running test on Scranton Hill.

When making an Air Brake test at the top of descending grades, if the brakes apply properly, engineman will be given signal to release brakes after which retaining valve must be turned up in accordance with the above instructions. As the train goes over the summit after the Air Brake test has been made, and after necessary retainers have been turned up, train should be allowed to drift so that speed will not be excessive before first application of the Air Brakes is made.

12. BLOCK, AUTOMATIC OR INTERLOCKING SIGNALS

Rule 504A of Book of Rules dated Nov. 1, 1914 is annulled.

Manual Block Rules 301 to 375 inclusive, except Rules 302 (a), 317 (a), 317 (b) of the Book of Rules will govern movement of trains between "WC" Tower and Jefferson Junction in both directions, superseding all rules and instructions inconsistent therewith.

Rule 318 (a) will be effective "YD" Tower to Jefferson Junction northward, and "YD" Tower to "WC" Tower southward.

Rule 318 (b) will be effective "WC" Tower to "YD" Tower northward, and Jefferson Junction to "YD" Tower southward.

"WC" Tower to "YD" Tower northward and Jefferson Junction to "YD" Tower southward a train other than a passenger train may pass a block signal in stop position without receiving a Form (B) with the train under control prepared to stop short of any obstruction in the block.

Form "B" may be accepted by any train to pass a block signal in stop position.

A reverse movement within the limits of an interlocking plant, or a forward movement after making a reverse movement, must not be made without the proper interlocking signal or permission from the Signalman.

The display of spot lights on Automatic Signals as shown in Figures 48-51-54-60 and 64, Book of Rules, is discontinued.

Color light signals designated below, viz.,

Signal 124.2 the southward approach to East Windsor Cabin.

Signal 127.4 the southward approach to North End Cabin on Track No. 1.

Signal 130.1 the northward approach to North End Cabin on Track No. 2.

Signal 132.1 the northward approach to Tuscarora Cabin, will give indications as described herein:

Top light on right of mast—green. Lower light on left of mast—red. Indication; proceed. Next signal is in proceed position for direct route.

Top light on right of mast—yellow. Lower light on left of mast—green. Indication; proceed. Next signal is in the proceed position for diverging route.

Top light on right of mast—yellow. Lower light on left of mast—red. Indication; proceed, prepared to stop at next signal.

13. USE OF TELEPHONES

When trains pull in on sidings that have telephone connections with an open telegraph office, Conductors must

promptly advise Train Dispatcher through such telegraph office of their arrival.

Telephones are connected with telegraph offices as follows:

Location	Connected with
L. V. R. R. Psgr. station	Wilkes-Barre yard office.

Wilkes-Barre yard office.

"MO" Tower

*Gate Cabin, Conyngham Ave.

Parsons yard office.

Miners Mills Gate Cabin

Hudson Tower

Buttonwood P. R. R.

Buttonwood north end yard

Fish Island Jct.

South and North end of Gauntlet
of W. B. C. R. R.

*Crossover No. 2.

South end Hudson yard.

Hudson Yard Office

Hudson Yard Office.

*Crossover South of Laflin.

*Yatesville.

*Pittston station.

*Avoca crossover.

Avoca station.

Langcliffe Gate cabin.

Car inspectors cabin, Avoca.

Erie yard office Avoca.

*Moosic Gate Cabin.

*Sign reading block 198.2 north
of Moosic.

Minooka Jct Tower

So. Scranton crossover gate cabin

*National Tower

Scranton passenger station

Carbon St. Jct Tower

Green Ridge yard office

Marvine crossover

Valley Jct. crossover

*Olyphant Breaker

Olyphant yard office

*Winton crossover

*Gravity Slope crossover

*North end Gravity Slope loaded
yard

Archbald station

*So. end Jermyn transfer yard.

Jermyn transfer

*Powderly crossover

*Lookout Jct.

"WC" Tower

Dispatcher's Office

*Clinton Crossover	}	Forest City Station
*Forest City Crossover		
*Clifford Crossover		
*South end Uniondale Siding		Uniondale Station
*"CK" Crossover	}	"YD" Tower
*Sinkhole, south end		
*Sinkhole, north end		
*Manual Bl'k No. end Ararat Yd.		
*Overhead Bridge at Creamery switch		Starrucca Station

M. R. Tower.	}	Jefferson Jct. Tower
Coaling Station, Jefferson Jct.		
*Turntable Jefferson Jct.		
*South Lanesboro Crossover		
Lanesboro pusher cabin		
Windsor station		
*North and South end Susquehanna River Gauntlet, Centre Village.		
Nineveh station		
*Nineveh, top of toboggan		
"SW" Cabin		

State Line Cabin and *Signal Masts	}	Windsor Station
Tuscarora Cabin and *Signal Masts		
*North end Tuscarora siding		
North End Cabin and *Signal Masts		
*East Windsor		
East Windsor Cabin and *Signal Masts		
Doraville Cabin and *Signal Masts		

*Indicates telephone located in box.

14. TELEPHONE FOR TRAIN DISPATCHING

15. COMPANY SURGEONS

Dr. L. C. Mundy, 391 Scott Street, Wilkes-Barre, Pa.
City of Wilkes-Barre and Plymouth District.

Dr. S. S. Watson, Moosic, Pa. From Parsons to South
Scranton, inclusive.

Dr. Alexander Shellman, 67 Main St., Blakely, Pa.
Scranton to Mayfield inclusive.

Dr. W. J. Lowry, 24 Copeland Ave., Carbondale, Pa.
Carbondale and to Jefferson Jct.

Dr. John S. Niles, North Main St., Carbondale, Pa.

Dr. A. Morton Torrance, Harpursville, N. Y., Nineveh
to Windsor inclusive.

Dr. W. J. Condon, Susquehanna, Pa., State Line to
Starrucca inclusive.

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